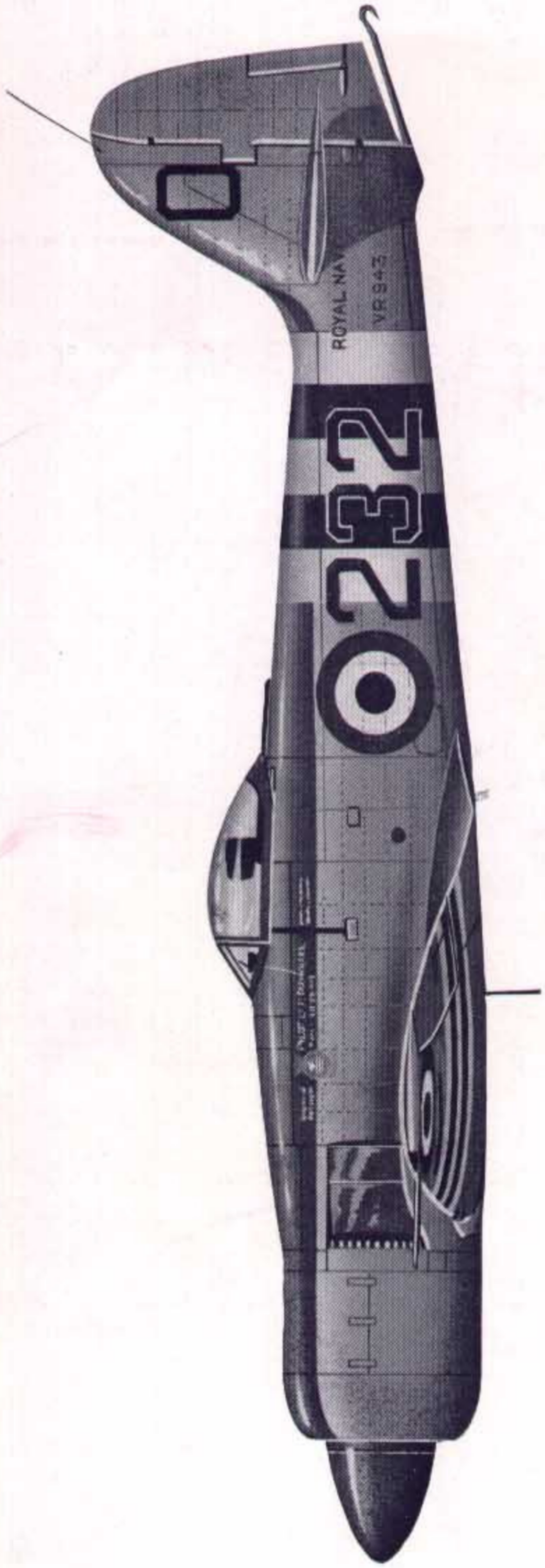
PROFILE
PUBLICATIONS

# The Hawker Sea Fury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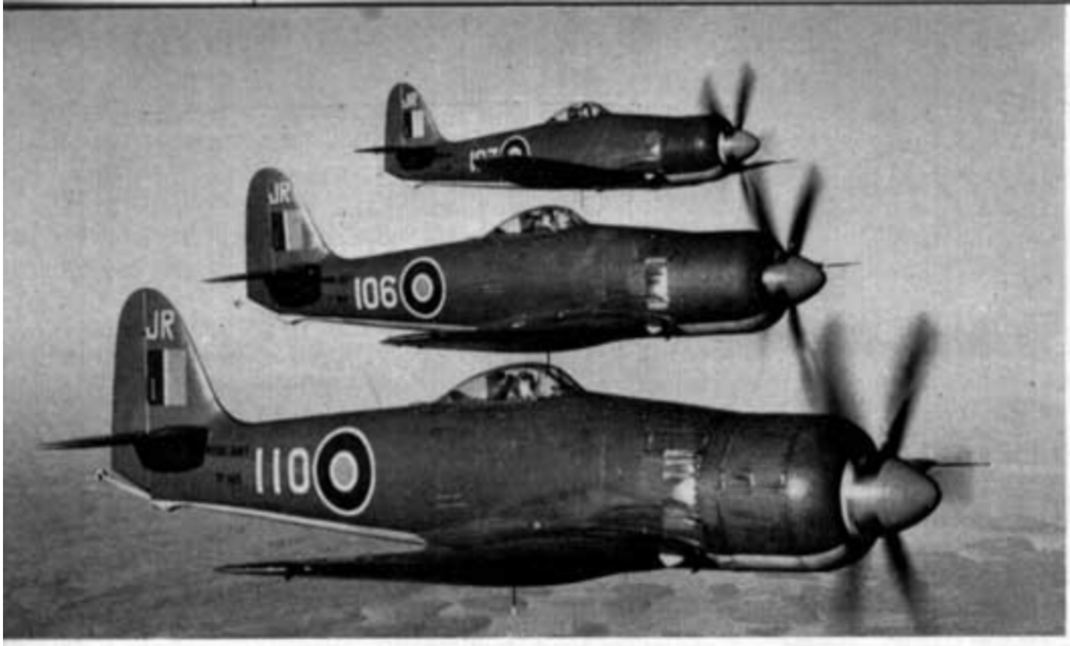


*Two Sea Fury Xs and a Mk. 11 (TF925, TF952 and VR950 respectively) of No. 805 Squadron, Fleet Air Arm; a photo taken in 1948.*
(Photo: via Hawker Siddeley Aviation)

# The Hawker Sea Fury

**by Francis K. Mason**

Like its earlier biplane namesake, the Hawker Fury monoplane represented the culmination and perfection of a fighting generation, for as the Fury biplane epitomised the ultimate grace and beauty of its day, so the Sea Fury came to be regarded as the last unsophisticated, but fastest propeller-driven fighter to serve with Britain's armed services. The fact that it continued in front line service so long after other Services had adopted jet fighters is perhaps scarcely a praiseworthy reflection upon the supply agencies of the British Government of the late nineteen-forties, yet it was however the means by which its manufacturers won survival in the years of post-War military austerity.

For the Fury was remarkable in many ways. It was born in 1942 in the depths of one war, yet was being sold long after the next ! It never fought in the war for which it was designed, but did so in the theatre for which it was intended by an unexpected Service against a completely unforeseen enemy. It served with the Royal Navy and with the air forces of Pakistan, Iraq, Cuba, Canada, Australia, Holland, Burma and Egypt, and in Germany and Morocco—but never with the air force for which it was originally conceived: the R.A.F.

* * *

War is the cruellest destroyer of reputations. Its disastrous ability to aggravate weakness in strategic planning is seldom recognised until too late. For many years Britain paid lip service to the vulnerability of her Empire lifelines, yet paid scant else for its defence against the only likely aggressor in the Far East. Only when Englishmen suffered at the hands of that aggressor was the remedy sought at home. Realising that if hurriedly planned resistance was to stem the Japanese advances throughout the Far East, the War might be prolonged so as to bring new, effective forces into action in time to save Australia and New Zealand from invasion. Action by the United States in 1942 saved the immediate situation in defeating the three-pronged Japanese thrusts in North, Mid and South-West Pacific. It was however recognised that the final phase of any Allied victory in the Pacific would be an island-hopping campaign involving huge distances—operations scarcely touched upon by pre-War British air force planning staffs.

What then, in 1942, had the R.A.F. available with which to meet the Japanese ? The Hurricane and Spitfire were no more than adequate as short-range interceptors; the Beaufighter came to be used with great effect in the ground attack rôle, but in long-range escort the R.A.F. seemed likely to remain impotent for many months.

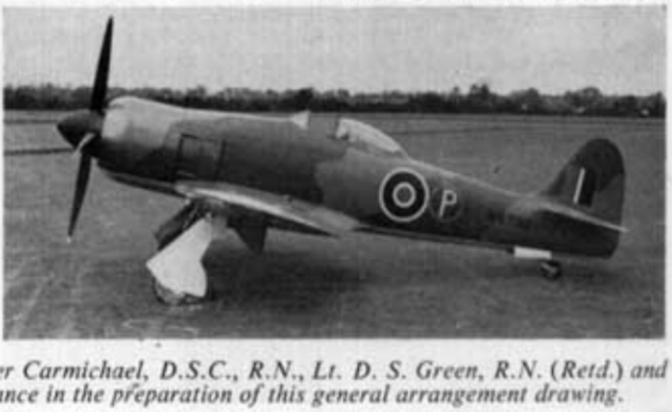
At home, the Typhoon was barely surviving numerous technical problems, and troubles with the Sabre engine seemed to rule out its use in hot climates. Certainly the current Whitehall storms that raged over that aircraft appeared more violent than any likely to be encountered in the tropics. It seemed however that if the powerful new Bristol Centaurus 18-cylinder air-cooled radial engine could, as was being proposed, be applied to a Typhoon derivative, a suitable "Pacific" fighter might be introduced in time to meet the Japanese.

As events transpired, the Centaurus displayed a lengthy development timescale. Priorities applied to the Sabre-powered Tempest V delayed the Centaurus-powered Tempest II, while early lubrication troubles caused the Centaurus itself to drop from favour—at least temporarily. It was only when the atomic bombs were falling upon Japan that any moves were afoot to send a Tempest II Wing out to the Far East.

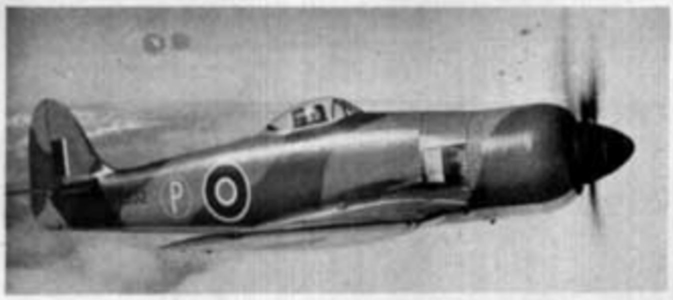
Early in the development of the Tempest it was realised that the principal advantage held by current Japanese fighters was their characteristic low wing loading, their relatively low wing thickness/chord ratio and low structure weights. Their high degree of manoeuvrability was only matched by Allied aircraft of poorer performance, so that the answer in Britain was thought to lie in a lightened version of the Tempest.

These considerations were discussed between Hawker Aircraft Ltd. and the Air Ministry late in

*The original F.2/43 prototype,* NX798, *at Langley in 1944.*
(Photo: Hawker Aircraft Ltd.)



Left: *The Publishers wish to acknowledge their gratitude to Cdr. Peter Carmichael, D.S.C., R.N., Lt. D. S. Green, R.N. (Retd.) and the Fleet Air Arm Museum, R.N.A.S. Yeovilton, for their assistance in the preparation of this general arrangement drawing.*



*Air view of the second F.2/43,* NX802.
(Photo: Hawker Aircraft Ltd., Neg. No. SFF5)

1942, and came to be written down in one of the relatively few Specifications of that year, F.6/42. Known as the Tempest Light Fighter (Centaurus), this project attracted the attention of the Admiralty who quickly realised the obvious advantages of a "common" R.A.F./naval fighter in the anticipated Pacific island campaign. In suggesting the use of an up-rated Centaurus XII engine, Sydney Camm proposed that the one aircraft would meet the requirements of both services. The result was that F.2/43 was raised for the R.A.F. requirement in January 1943, and N.7/43 for the Fleet Air Arm the following month. Wartime privations led to the adoption of a further plan whereby a single design would be put into heavy production by Hawker Aircraft Ltd., and naval conversion of many of these aircraft would be undertaken by Boulton-Paul Aircraft Ltd., Wolverhampton.

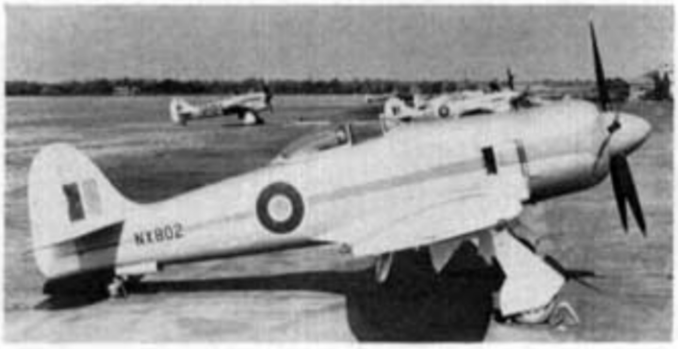
In mid-1943 Contract No. 26430/43 was issued for six prototypes: two with Centaurus XXIIs, two with Rolls-Royce Griffons, one with a Centaurus XII, and a test specimen for structural analysis. Early in 1944, the naval standard of preparation was completed and issued in N.22/43, and Contract No. 27022/44 was raised for three prototypes. Althogether 200 R.A.F. fighters to F.2/43 and 200 naval aircraft to N.22/43 (of which 100 were to be built entirely by Boulton-Paul) were ordered.

The new fighter differed from the Tempest principally in the removal of the wing centresection bay, so that the wing span was shortered from 41 ft. 0 in. to 38 ft. 4¼ in., and that the undercarriage retracted almost up to the fuselage centreline. The shortening of the wing resulted in an effective reduction in the root thickness/chord ratio, and in turn allowed a reduction in wing spar gauge and wing structure weight. Thus, despite reduced wing area, the wing loading was not materially changed.

## THE END OF AN ERA

Most of the prototypes flew before the end of the War, but it was soon clear that much remained to be done before the Centaurus could be considered adequately reliable for a single-engine fighter operating over broad expanses of ocean.

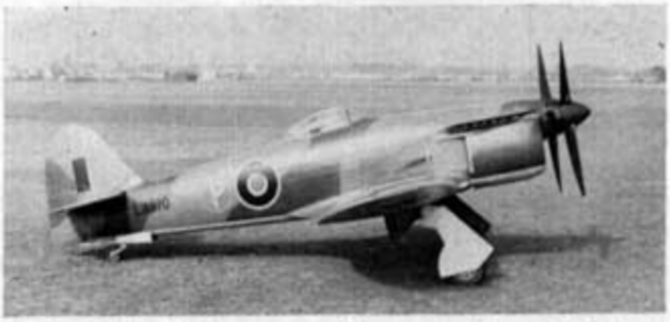
*Racing colours worn by* NX802 *in 1946.*
(Photo: Hawker Aircraft Ltd., Neg. No. SFG3)



First to fly was the F.2/43, *NX798*, flown by Philip Lucas on 1st September, 1944. Strictly conventional, this aircraft was powered by a rigidly-mounted Centaurus XII imparting 2,300 h.p. to a four-blade Rotol constant-speed propeller. Crank shaft lubrication break-downs caused several engine failures on this aircraft and at least one wheels-up forced landing at Boscombe Down, so that for many months the question of a difinitive powerplant in production aircraft was open in the minds of Air Staff members.

The next prototype, *LA610*, flown on 27th November, 1944, was powered by a Rolls-Royce Griffon 85 driving six-blade Rotol contraprops. Although an interesting exercise, this combination earned criticism on account of its implied servicing complications. It also represented the ultimate development of the power unit—considered to be an unsavoury characteristic of any new project. Later, in 1946, the Griffon was replaced by a Napier Sabre VII driving a four-blade propeller; with a top speed of 485 m.p.h. in level flight, this was the fastest piston-engine Hawker fighter, and among British aircraft probably

NX798 *carried the civil marks* G-AKRY *during delivery to Egypt.* (Photo: F. K. Mason collection)



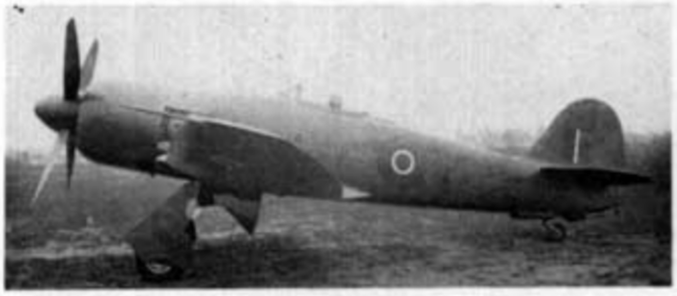
*Third F.2/43,* LA610, *was initially powered by a Rolls-Royce Griffon 85 driving Rotol contraprops. This was something of an insurance against further shortcomings of the Centaurus and Sabre engines.* (Photo: Hawker Aircraft Ltd.)

LA610 *finally acquired a Sabre VII engine and, with a top speed of 485 m.p.h., was the fastest Hawker piston-engine aircraft until the advent of the American racing Sea Fury conversions of 1966.* (Photo: Hawker Aircraft Ltd., Neg. No. IFG3)

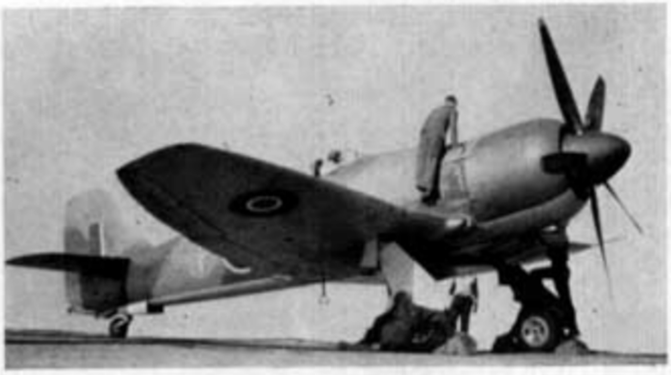
only bettered by the Martin-Baker M.B.5. Sabre reliability and development had however been falling further and further behind throughout the War and by 1946 was regarded as of little future potential in the coming jet age.

With Allied armies moving inexorably through Europe in 1945, and with the massive build-up of American air power in the Pacific, Britain started upon a calculated run-down of aircraft orders, even prior to VJ-Day. No sooner had the names Fury and Sea Fury been sanctioned for the F.2/43 and N.22/43 fighters respectively, than the R.A.F. cancelled all its Furies and the Admiralty cancelled half its Sea Furies. Boulton-Paul lost its entire production contract and Hawker retained orders for only 100 Sea Furies.

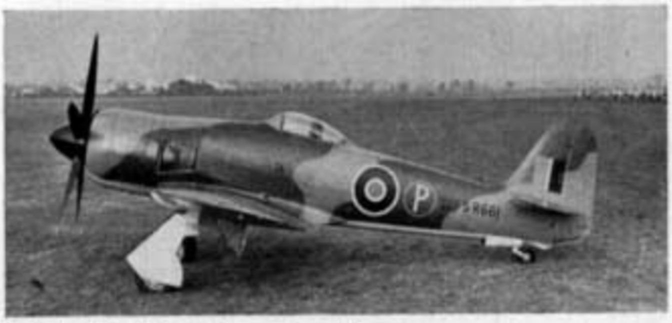
The first Sea Fury prototype, *SR661*, was flown by Lucas from Langley on 21st February, 1945, also powered by a rigid Centaurus XII and 4-blade Rotol. Only "semi-navalised", *SR661* had fixed wings and deck hook, and, like *NX798*, made a number of unscheduled landings with stationary propeller. In fact, that incorrigible Hawker test pilot, Frank Murphy, acquired a lasting reputation for his ability to walk back to the flight offices at Langley—leaving a Sea Fury in some nearby field on more than one occasion. Already Langley was recognised as unsuitable for the testing of modern fighters, but the frequent appearances over the heavily-crowded Great West Road of a Sea Fury attempting to take-off with "stopped prop" was becoming too much for Hawker's insurance underwriters. Lubrication of the Centaurus still remained to be perfected.



*Original configuration of the first Sea Fury prototype* SR661. *Note the 4-blade propeller, short hook and small fin and rudder. The wings were fixed.*
(Photo: Ministry of Defence, Neg. No. 13595C)

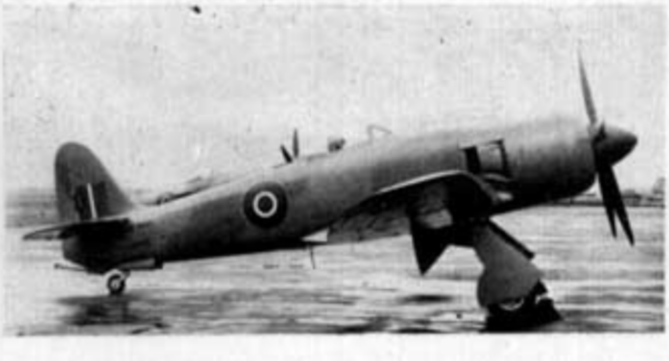


*Deck trials featured* SR661 *with lengthened rudder and 5-blade propeller.* (Photo: F. K. Mason collection)



SR661 *with full-size fin and rudder.*
(Photo: Hawker Aircraft Ltd., Neg. No. SFG8)

*Second Sea Fury* SR666 *had folding wings.*
(Photo: Ministry of Defence, Neg. No. 14529E)



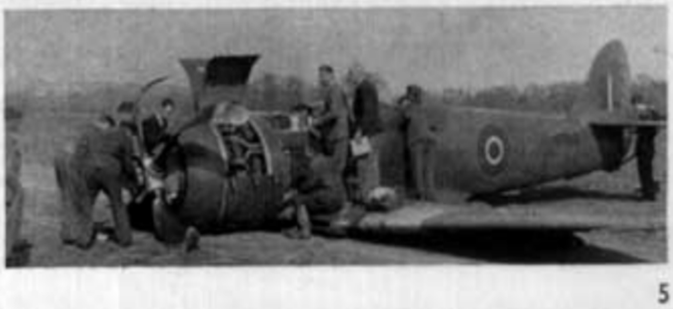
*SR666*, with Centaurus XV and 5-blade Rotol, followed on 12th October, 1945. Equipped with full naval gear, folding wings, armament, radio and hook, this prototype embarked upon Service trials from Boscombe Down in 1946, performing deck flying from H.M.S. *Victorious* in preparation for the forthcoming production series. It was during the course of these that *SR666* narrowly escaped destruction when the arrester hook snapped during landing and only by instant response from the recalcitrant Centaurus was the pilot able to pull up over other parked aircraft and fly off for a landing ashore.

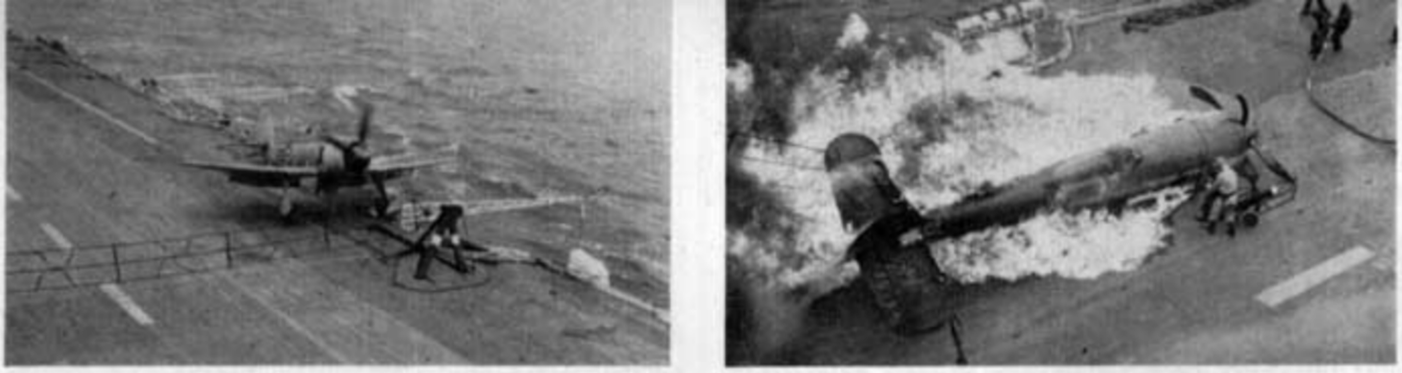
The only other Sea Fury prototype, *VB857*, had flown on 31st January, 1946, having been transferred from Boulton-Paul to Hawker for final assembly. Perhaps the most signficant feature of *VB857* was the Centaurus XXII on dynafocal mounting. Characterised by a seeming "rattling and banging" during ground running, this Centaurus also incorporated revised crankcase lubrication, and ran for many hours without trouble, despite difficulties in sealing the engine bulkhead against carbon monoxide seepage into the cockpit. The era of the Centaurus had at last arrived, and for twenty years it was to power R.A.F. Brigands and Beverleys with seldom a hint of those early troubles.

First Hawker prototype to include the production Centaurus 18 engine was *NX802*, last of the original F.2/43 Furies to fly. Completed with a Centaurus XII at just about the time that the Air Ministry cancelled its Fury production contract, *NX802* was also cancelled after its first flight on 25th July, 1945, but was purchased by Hawker Aircraft Ltd. for development work. After a number of racing entries by Hawker pilots, *NX802* was armed up and sold to Pakistan as *K875* with Centaurus 18.

Only one other experimental Fury was completed—*VP207*. Encouraged by the promise being shown by

*One of the many engine failures:* SR661 *in characteristic attitude on Langley airfield. It was repaired, not once, but often.*
(Photo: F. K. Mason collection)





*Spectacular deck-accident sequence involving a No. 738 Squadron Sea Fury flown by Lt. Jim Rutherford in 1953. At that time the Squadron*

the Sabre VII-powered *LA610*, Hawker constructed *VP207* from spare components in 1946 and installed a wide-tolerance Sabre VII with a view to likely overseas markets, in a belief that the new generation of jet fighters would prove too expensive for many post-War emergent nations. As has been demonstrated so many times since, this proved incorrect and the Sabre-Fury design came to nought.

## DOWN TO THE SEA IN FURIES

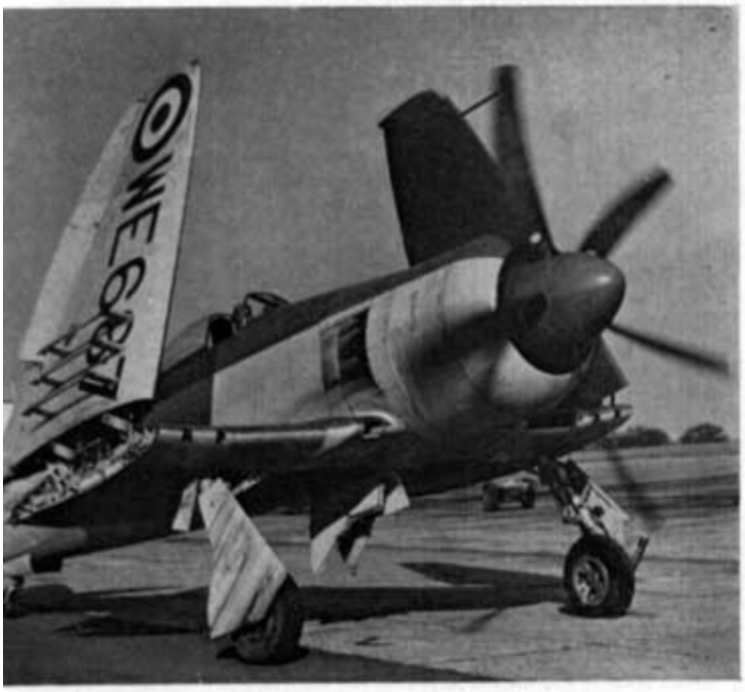
Remembering that the only Furies scheduled for production in 1946 were to Admiralty order, it seems that in view of this apparent anachronism a brief look at the post-War equipment may provide some explanation and justification. Certainly adequate justification for the R.A.F.'s cancellations lay in the introduction of the Meteors and Vampires, while no naval air force in the world had yet introduced jet fighters. Jet bombers were certainly very much in the future, so that it seemed likely that several years would elapse in which all the complications of jet fighter deck operation could be simplified. At the end of the War the U.S. Navy and Royal Navy therefore appeared adequately equipped with Corsairs, Bearcats, Seafires, Firefly's and the rest. A new class of fighter—the torpedo-fighter—exemplified by the Blackburn Firebrand, had been delayed first by trouble with the Sabre and later, like the Fury, by the Centaurus.

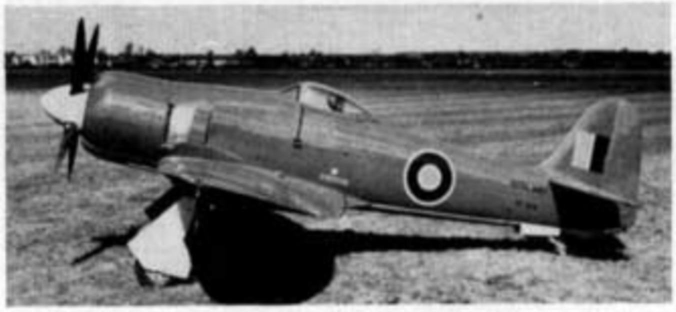
The real limitations therefore lay within the aircraft industry: the difficulty of finding a fighter whose performance represented a worthwhile improvement over that of the Seafire 47, both in speed and range, and of finding a company which was not *fully* engaged in the development of jet fighters or other post-war "plum" projects. By a simple process of elimination the Sea Fury and Hawker Aircraft Ltd. provided not so much the best, but the only course for the Navy to steer.

As this state of affairs crystallised during 1946, further orders followed for the Sea Fury, so that by early 1950—the year that war broke out in Korea—no fewer than 565 Sea Furies had been built or ordered for the Fleet Air Arm alone. To this should be added 109 aircraft for foreign or Commonwealth air forces.

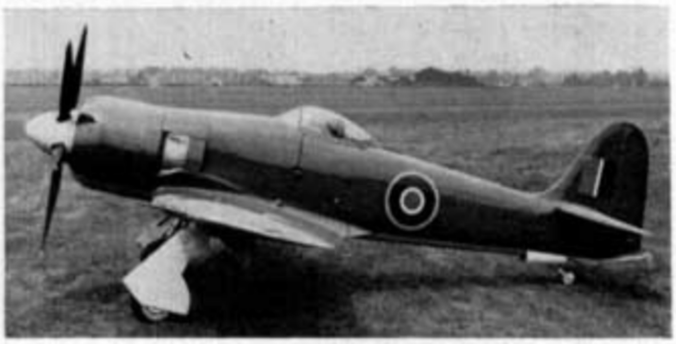
The first production Sea Fury F. Mk. X (so designated following the then current pattern of allocating naval mark numbers well in advance of R.A.F. versions, and manuals had been prepared on the naval version while R.A.F. Furies were still in the

*Late-standard paint scheme on Brawdy-based Mark 11.*
(Photo: Birmingham Sunday Mercury)



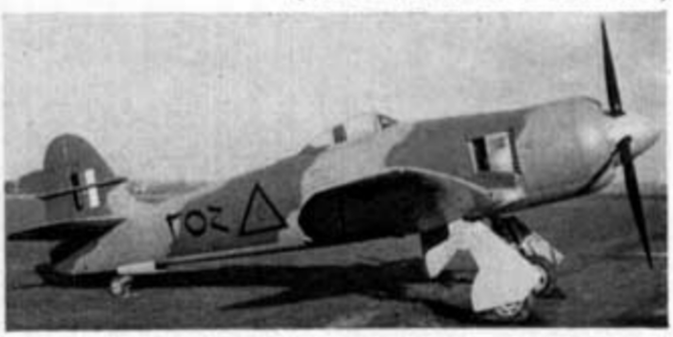


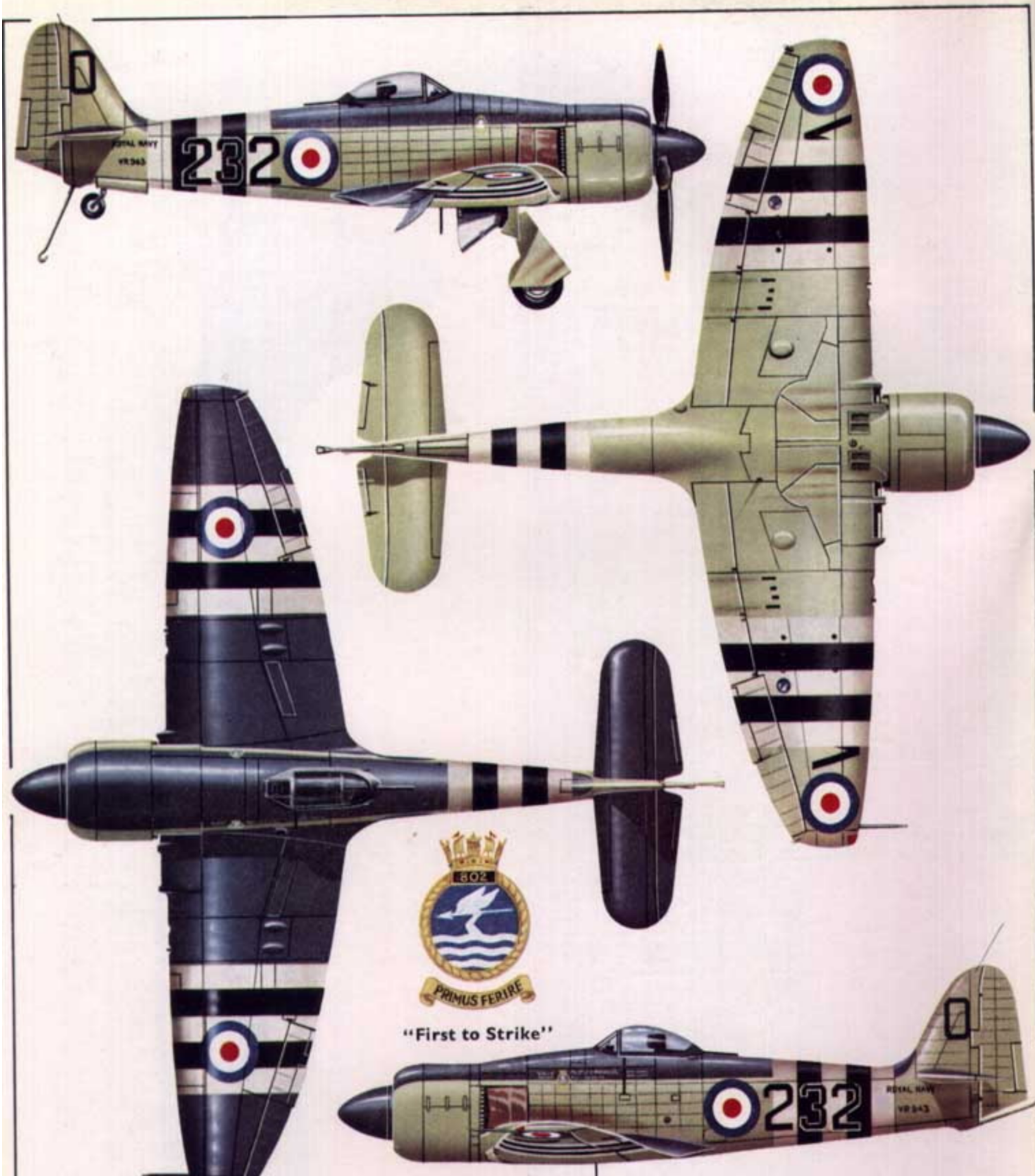
*Early production Sea Fury Xs were characterised by 4-blade Rotol propeller and short hook.* (Photo: Hawker Aircraft Ltd.)



*Full standard Sea Fury F.B.11,* VR952.
(Photo: Hawker Aircraft Ltd.)

*Hawker Baghdad Fury for Iraq.*
(Photo: via Hawker Aircraft Ltd.)

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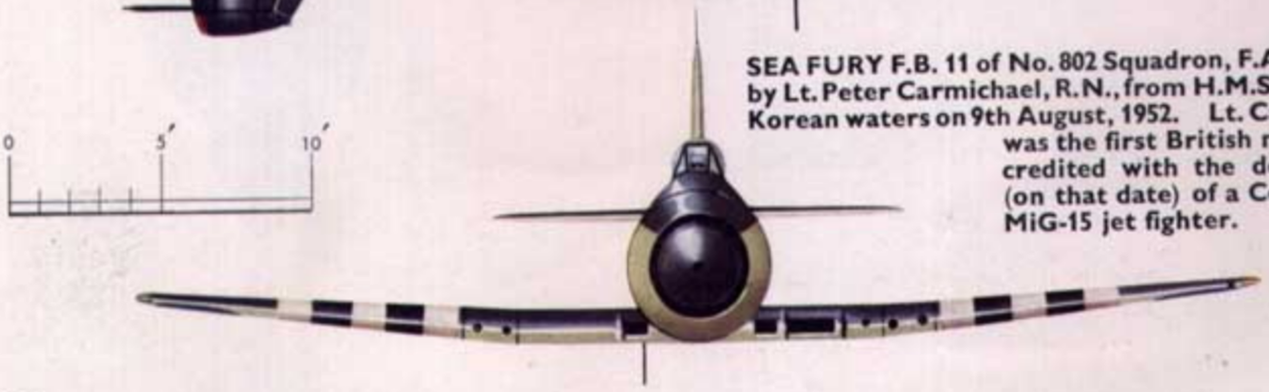

**SEA FURY F.B. 11 of No. 802 Squadron, F.A.A., flown by Lt. Peter Carmichael, R.N., from H.M.S. Ocean in Korean waters on 9th August, 1952. Lt. Carmichael was the first British naval pilot credited with the destruction (on that date) of a Communist MiG-15 jet fighter.**

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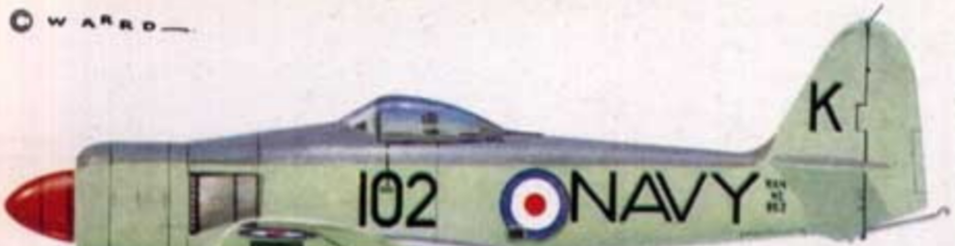
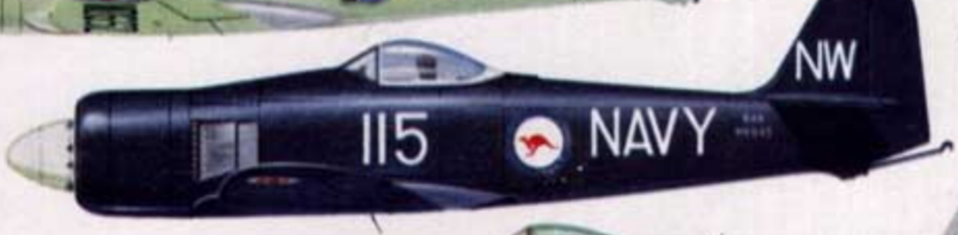
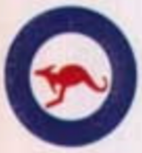


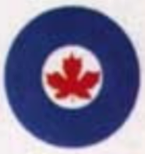
Sea Fury F.B.11, Royal Australian Navy.



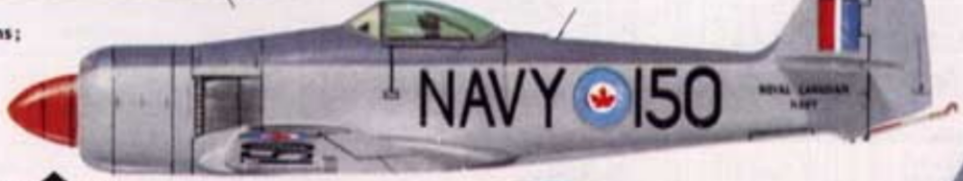
Sea Fury F.B.11, Royal Australian Navy. NW tail code indicates H.M.A.S. Albatross, Nowra, New South Wales.



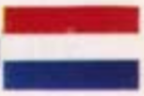
Australian roundel in six positions; kangaroo faces forward in each position.

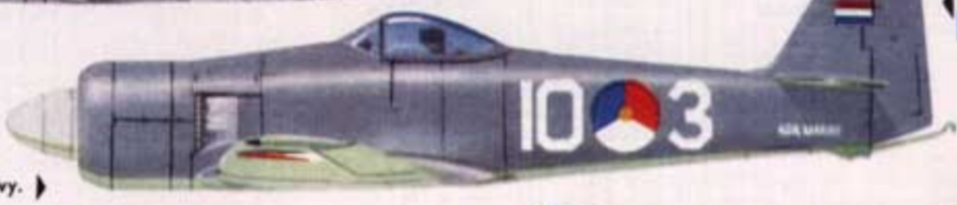


Canada.

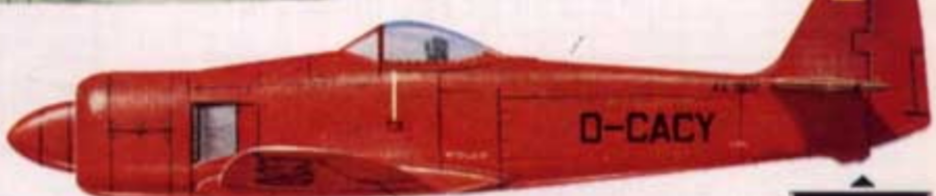


Sea Fury F.B.11, Royal Canadian Navy.

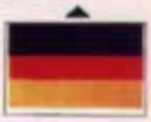


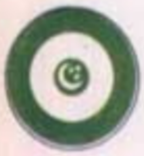


Sea Fury Mk.50, Royal Netherlands Navy.



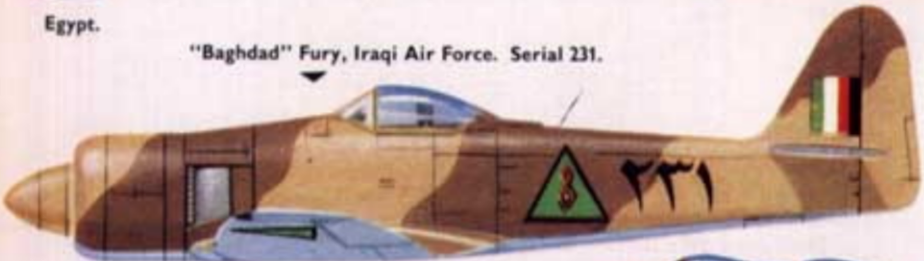
Sea Fury Mk.50 (ex-R.Neth. Navy), Deutsche Luftfahrt Beratungsdienst.

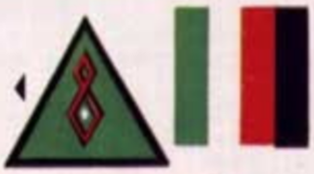


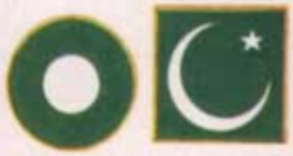


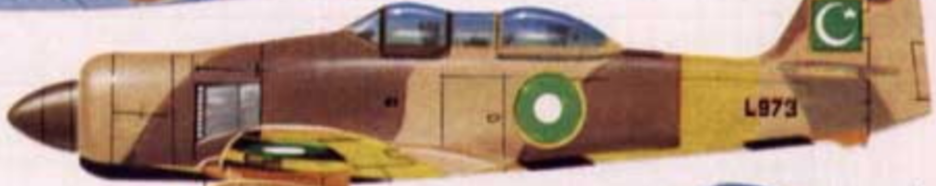
Egypt.

"Baghdad" Fury, Iraqi Air Force. Serial 231.



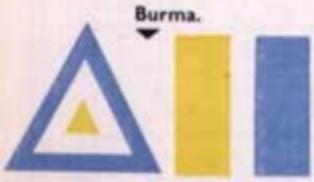


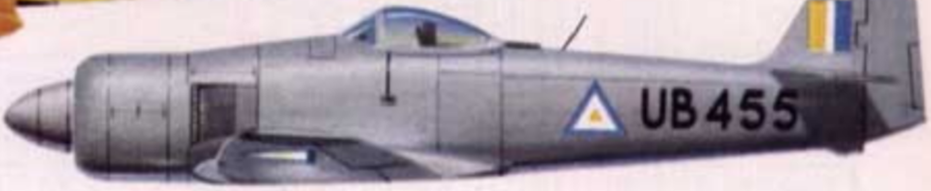




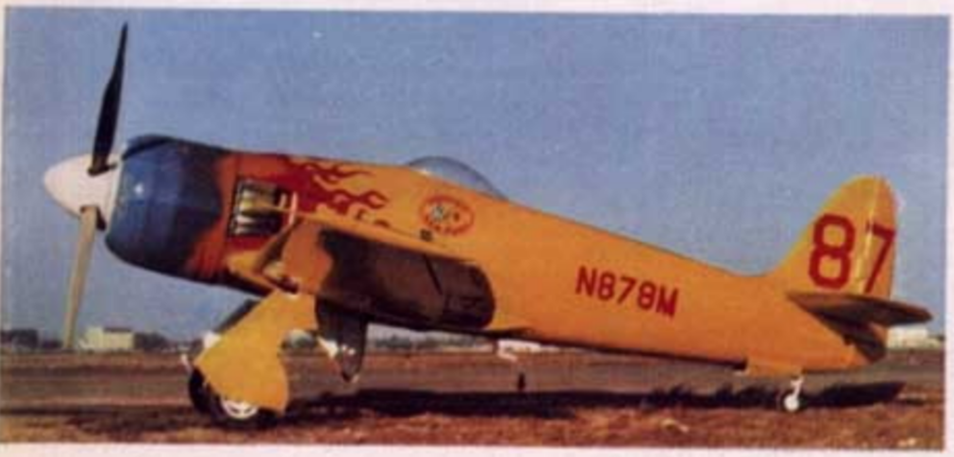
Sea Fury T.T.61 (conversion of F.B.60), Pakistan Air Force.

Burma.





Sea Fury F.B.11, Union of Burma Air Force.



This photo, taken on 27th August 1966 at Long Beach, California, shows one of three Sea Fury 11s currently registered in the U.S.A.

Owned by Mike Carroll of Los Angeles, *N878M* was being prepared for racing in America having been acquired from the Royal Canadian Navy. Modifications included the clipping of the wings by 8 feet, addition of balsa-filled fibreglass wing tips, removal of armour and armament, removal of wing-fold gear, removal of engine fan and substitution of the original cockpit and canopy by a commercial-standard cockpit layout and thin-shell "bubble" hood. Top speed was reputed to be in the neighbourhood of 500 m.p.h.

Previous history of this aircraft was: manufactured by Hawker as *WG567* in 1950-51; supplied to Royal Canadian Navy in September 1951, served with the No. 871 Sqdn., R.C.N.; up-graded by 1956 Fairey Co. servicing to F.B.Mk.11/y/1 standard, and later registered as CF-VAN. Delivered to Long Beach, California, mid-1965.

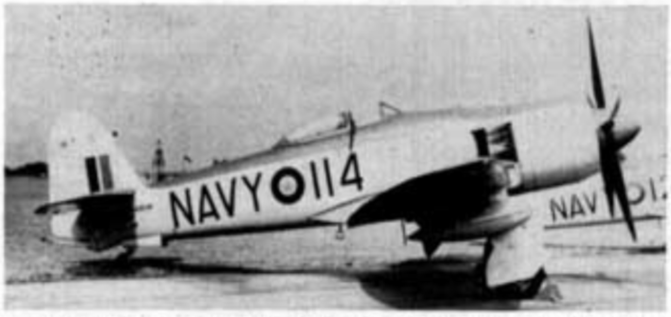
Other U.S.A. Sea Furies include *N260X* (previously *WH587*, R.Aust.N., owned by Mr. Grant Weaver, California), and *N54M* (previously *TG114*, R.C.N., owned by Mr. J. W. Fornoff, Louisiana).

*(Photo, strictly copyright Francis K. Mason; information by courtesy of Mr. Michael Carroll and Mr. Harry Gann, Historical Consultant to Warbirds of America).*

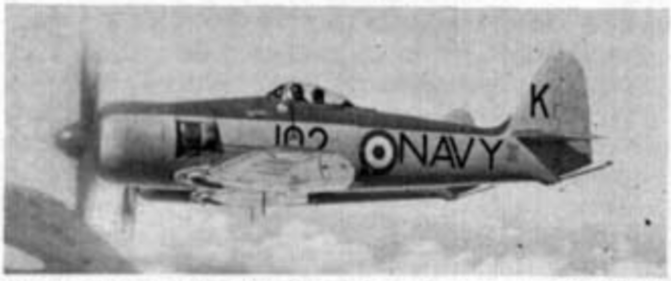
*was based at Culdrose, engaged in deck landing training aboard H.M.S.* Illustrious. (Photos: Lt. D. S. Green, R.N. (Retd.)

melting pot) flew from Langley on 30th September, 1946 and most of the following twenty or so aircraft were earmarked for trails. Several were flown to Bristols for engine development; others were retained by Hawker for handling trials with the newly-introduced spring tabs—which incidentally bestowed a very high rate of roll and later earned much praise from naval pilots. The first few aircraft were fitted with four-blade Rotol propellers but already a trial installation on *VB857* had led to the clearance of the five-blader, and deliveries from Rotol were quick to catch up the production line at Langley.

Armament trials at Boscombe Down during the early part of 1947, accompanied by carrier compatibility trials in the Channel, resulted in the Service Clearance being granted on 31st July that year so that deliveries to the first squadron—No. 807—at Eglington commenced the following month where the Sea Fury replaced Seafires XVIIs.

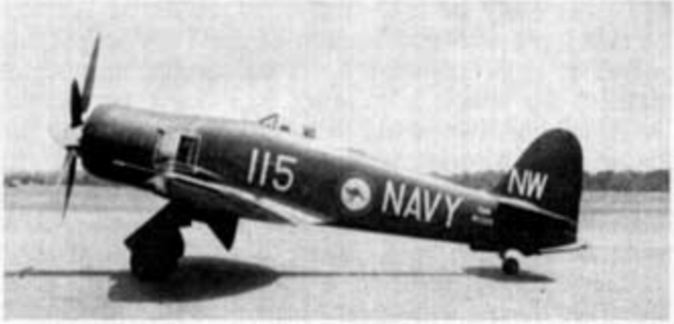


*Ex-Admiralty Sea Fury F.B.11,* TG129, *destined for the Royal Canadian Navy,* (Photo: F. K. Mason collection)



*About fifty ex-Admiralty Sea Fury 11s were supplied to the Royal Australian Navy in 1951. Shown here is* WZ652 *in mid-standard colour scheme, believed to have been flying from H.M.A.S.* Sydney.
(Photo: Courtesy of Chief of Naval Information, Australian Admiralty)

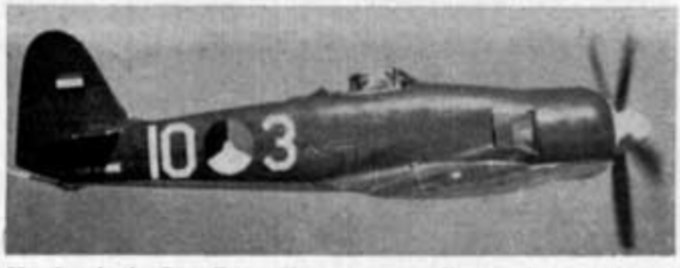
*Australian Sea Furies later acquired overall blue schemes with the wallaby insignia and the word NAVY on fuselage and under starboard wing only.* (Photo: B. Pattinson)



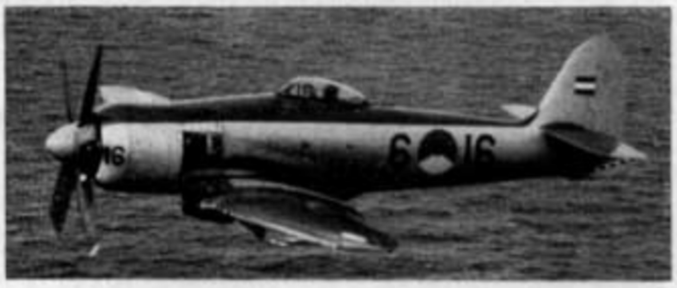
During the following eight months Sea Fury X's were issued to Nos. 778, 802, 803 and 805 Squadrons. However, in February 1948 Seafire 47s started to appear in service with the Fleet Air Arm and as comprehensive trials had already been conducted on *SR666* and a Mk. X, *TF923*, with external stores (ranging from smoke floats and rockets to 1,000 lb. bombs), it had been decided to curtail the fighter version and modify the second fifty aircraft of the first production batch as fighter-bombers. Thus from *TF956* the Sea Fury became the F.B. Mk. 11. (It is an interesting reflection upon the Sea Fury's long life that this very first Mk. 11 was re-purchased by the manufacturers in January 1963, in full flying condition, against the likelihood of re-sale to a foreign customer !)

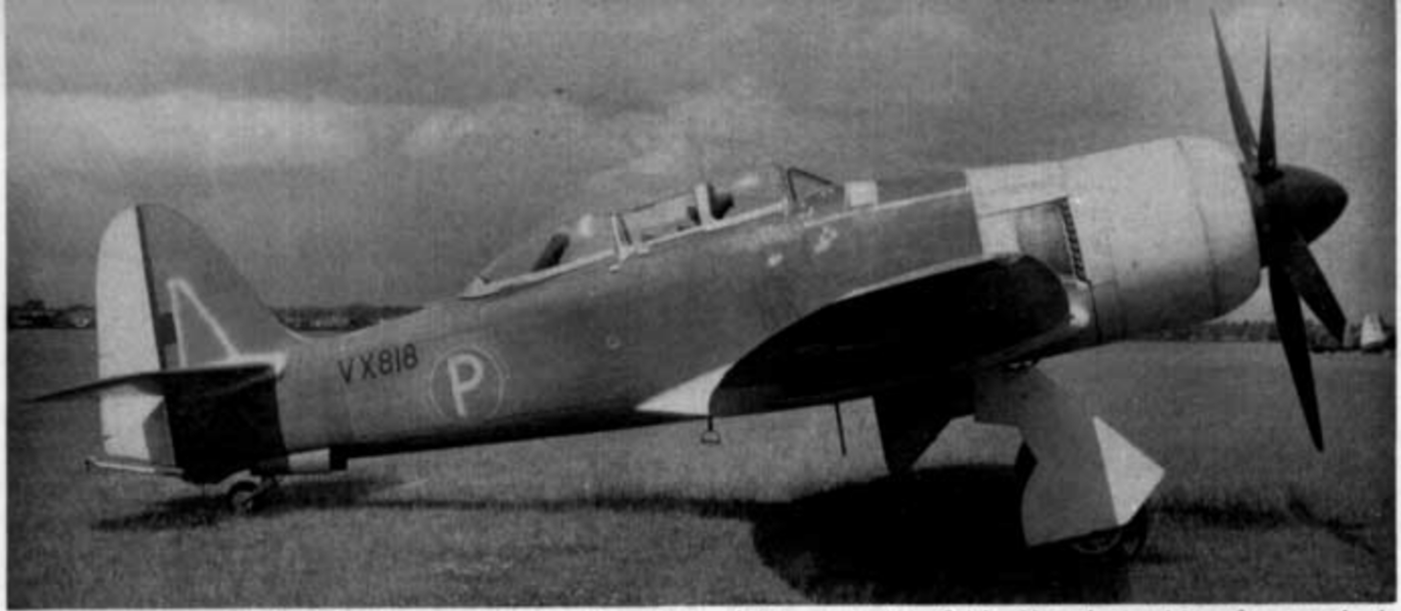
The first F.A.A. squadron to receive Sea Fury F.B.11s was No. 802 at Eglington in May 1948, and throughout the next three years deliveries continued to the Navy at the rate of about 10 per month, most aircraft being delivered initially to shore establishments at Lee, Gosport, Culham, Culdrose, Abbotsinch, Donibristle, Anthorn and Stretton. Thereafter Nos. 801, 803, 804, 805, 807 and 808 Squadrons took delivery, serving aboard H.M. Light Fleet Carriers *Ocean*, *Theseus* and *Glory* with the 1st, 17th and 21st Carrier Air Groups.

It was No. 807 Squadron's Sea Furies with the 17th C.A.G., embarked in H.M.S. *Theseus*, that were first in East Korean waters, in October 1950. This



*Hawker-built Sea Fury 50s were initially numbered* 10-1 *to* 10-24 *but later became* 6-1 *to* 6-24. *Fokker-built aircraft were* 10-25 *to* 10-48 *becoming* 6-25 *to* 6-45 *(owing to attrition). Nos. 3 and 860 Squadrons flew Sea Fury 50s.*
(Photos: via G. H. Kamphuis)





*Prototype Sea Fury T.20* VX818, *in factory pale green (cowling) and dirty grey primer finish. Note the provision of arrester hook, later omitted.* (Photo dated July 1948: Ministry of Defence, Neg. No. 16828C)

carrier's complement of twenty-three Sea Furies and twelve Fireflies maintained almost continuous operations during the see-saw land campaigns of the next six months, the Sea Furies being found to be most effective in the ground attack rôle, using rockets and cannon. During this period replacement aircraft were ferried north from Singapore aboard H.M.S. *Unicorn*, and in the seven months October 1950—April 1951 No. 807 Squadron flew 2,320 operational sorties from the carrier *Theseus*, involving 5,600 flying hours—almost all during the Korean winter !

Other Fleet Air Arm Sea Furies fought in the Korean theatre, No. 802 embarked in H.M.S. *Ocean*, 801 and 804 in *Glory*, and Nos. 805 and 808 in H.M.A.S. *Sydney*, and it fell to the forces deployed off the west coast of Korea to engage enemy aircraft on numerous occasions. With the land operations more static and under the closer influence of enemy airfields, it was inevitable that the Sea Furies could not long escape the attention of enemy fighters, and several aircraft were lost in air combat. However, the Sea Fury did, on occasion, give as good as it got, and it was Lieutenant P. Carmichael of No. 802 Squadron who shot down the first MiG-15 to be destroyed by the older Hawker fighter.

*The second production Sea Fury 20,* VX281, *in overall pale green factory finish, sans hook but with Hawker periscopic sight added.*

(Photo dated June 1949: Ministry of Defence, Neg. No. 19919C)

*In-service Sea Fury T.20,* VX297, *in Fleet Air Arm training markings.* (Photo: F. K. Mason collection)

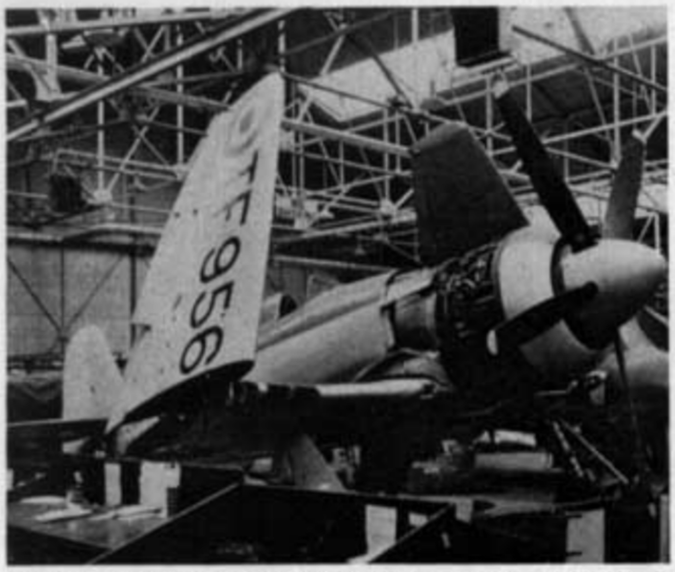
Owing to the lack of operational experience with jet aircraft at sea, the Fleet Air Arm used no such aircraft in the Korean war, relying solely upon the much older Sea Furies, Seafires and Fireflies. Yet it was averred by many that so long as ground defences allowed, the low altitude manoeuvrability of piston engine fighter-bombers bestowed an effectiveness in the ground attack rôle that was seldom matched by jet aircraft in such rugged terrain as that in Korea. This thesis continued to be pursued for more than fifteen years and was amply demonstrated by the use of Douglas Skyraiders in the Vietnam war of the 'sixties—in an environment of Mach 2 fighters and surface-to-air missiles.

At home Sea Furies constituted the standard naval fighter and fighter-bomber equipment of the Royal Navy until 1953, and first entered service with R.N.V.R. units in November 1951, replacing Seafire 17s on No. 1832 Squadron. These were followed by deliveries to Nos. 1831, 1833, 1834, 1835 and 1836 Squadrons.

### THE TWO-SEATERS

Development of the Sea Fury T. Mk. 20 two-seat trainer owed its concept to the Persian two-seat Hurricane IIC—a venture which provided Hawker designers with much data and experience in the cockpit layout, modified handling and structural manipulation demanded by the addition of a rear seat, despite the basic difference in the fuselage structures of the two aircraft.

It was early in 1947 that Iraq requested Hawker to develop a two-seat version of the Fury to provide a trainer in preparation for a substantial number of fighters for which a contract was being negotiated. A prototype two-seater was duly commenced, but before the aircraft was completed the Admiralty intervened to purchase it outright—offering to provide Iraq with all flight test data accumulated. This aircraft, *VX818*, was flown at Langley on 15th January, 1948, featuring separate tandem canopies; however during subsequent tests at Boscombe Down



*The first production Sea Fury F.B.11*, TF956, *was originally completed in 1947. In January 1963 Hawker re-purchased the aircraft for renovation and at the time of writing was awaiting final workover for inclusion in the collection of historic Hawker aeroplanes.* (Photo dated Feb. 1963: Hawker Aircraft Ltd., Neg. No. F19/63)

*In preparation for the sale of Sea Fury 20 target tugs to Germany in 1958, two Sea Furies* (G-9-49, *ex-* WE820, *and* G-9-50) *were used for trial installation of the Swiss-designed target towing winch gear.*
(Photo: Hawker Siddeley Aviation Ltd., Neg. No. TP42/58)

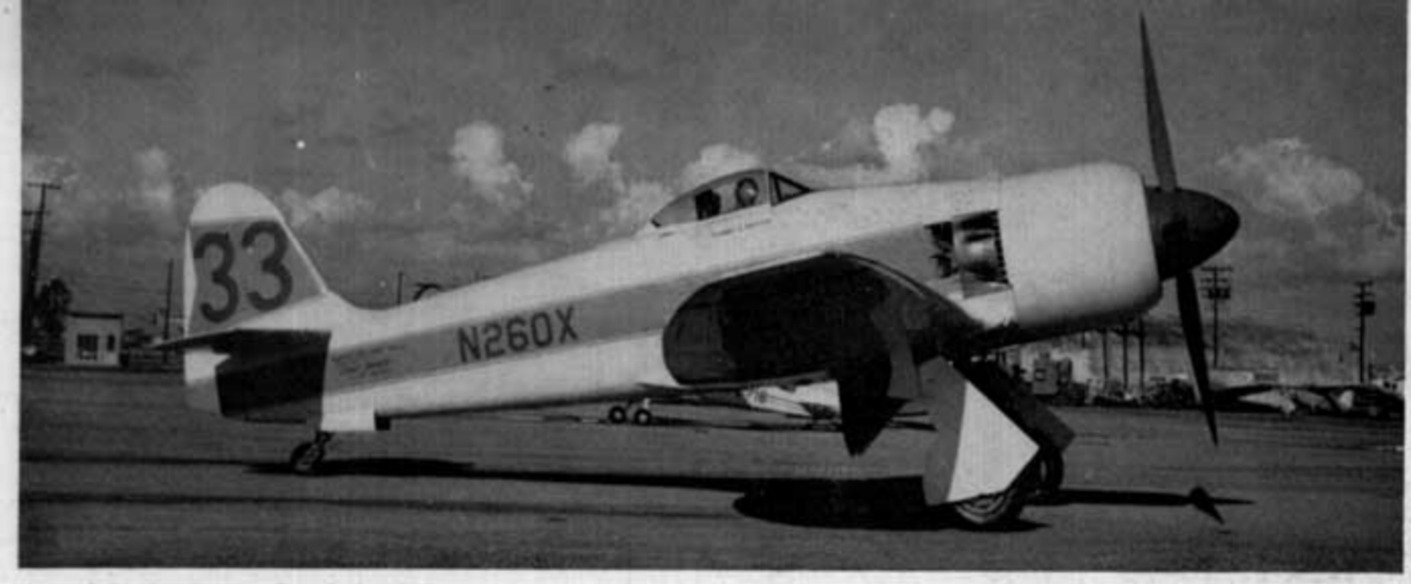
*Ex-Netherlands Sea Fury 50 single-seater* (D-CACY) *in the scarlet colours of D.L.B.* (Photo: Stephen P. Peltz)

## SUMMARY OF FURY AND SEA FURY PRODUCTION

| Contract | No. of Aircraft | Serial Nos. | Remarks |
|---|---|---|---|
| 26430/43 | 4 (F.2/43) | *NX798, NX802, LA610, VP207* | *NX798* (later *G-AKRY*) sold to Egypt. *NX802* sold to Pakistan as *K875*. |
| 27022/44 | 3 (N.7/43) | *SR661, SR666, VB857* | *VB857* built by Boulton-Paul. |
| 3682/7/7/44 | 50 (Mk. X) | *TF895-TF928,<br>TF940-TF955* | Approx. first ten with 4-blade props. |
| 3682/7/7/44 | 50 (Mk. 11) | *TF956-TF973,<br>TF985-TF999,<br>TG113-TG129* | Some to R.C.A.F. and Burma. |
| 657/23/10/46 | 35 (Mk. 11) | *VR918-VR952* | 12 re-purchased, 1957. |
| 1584/19/12/47 | 147 (Mk. 11) | *VW224-VW243,<br>VW541-VW590,<br>VW621-VW670,<br>VW691-VW718* | 46 re-purchased, 1957. |
| 2576/5/7/48 | 135 (Mk. 11) | *VX608-VX643,<br>VX650-VX696,<br>VX707-VX711,<br>VX724-VX730,<br>VX748-VX764,<br>WF590-WF595,<br>WF610-WF627* | 48 re-purchased, 1957. |
| 3794/15/9/49 | 93 (Mk. 11) | *WE673-WE694,<br>WE708-WE736<br>WE785-WE806,<br>WM472-WM482,<br>WM487-WM495* | 37 re-purchased, 1957. |
| 5042/18/8/50 | 37 (Mk. 11) | *WG564-WG575,<br>WG590-WG604,<br>WG621-WG630* | 11 re-purchased, 1957. |
| 5042/18/8/50 | 78 (Mk. 11) | *WH581-WH594,<br>WH612-WH623,<br>WJ221-WJ248,<br>WJ276-WJ292,<br>WJ294-WJ297,<br>WJ299-WJ301* | 31 re-purchased, 1957. |
| 6298/17/4/51 | 10 (Mk. 11) | *WN474-WN479,<br>WN484-WN487* | 4 re-purchased, 1957. |
| 7408/9/11/51 | 30 (Mk. 11) | *WZ627-WZ656* | 9 re-purchased, 1957. |
| 1998/47 | 1 (T.Mk. 20) | *VX818* | Originally ordered by Iraq. |
| 1674/15/4/48 | 27 (T.Mk. 20) | *VX280-VX292,<br>VX297-VX310* | |
| 2577/21/8/48 | 21 (T.Mk. 20) | *VZ345-VZ355,<br>VZ363-VZ372* | |
| 3794/15/9/49 | 7 (T.Mk. 20) | *WE820-WE826* | |
| 5042/18/8/50 | 5 (T.Mk. 20) | *WG652-WG656* | |
| N/SF/2001<br>N/SF/3001 | 22 (Mk. 50) | *10-1 to 10-22* | For the Netherlands. |
| 2795/49 | 50 (Mk. 60) | *L900-L949* | For Pakistan. |
| A1439/PR8533 | 24 (Mk. 60) | — | For Pakistan. |
| A1782/PR9210 | 13 (Mk. 60) | — | For Pakistan. |
| A3904/PRE1434 | 5 (Mk. 60) | — | For Pakistan. |
| 2795/49 | 5 (T.Mk. 61) | *K850-K854* | For Pakistan. |
| 17/49/U.S.S. | 12 (F.B.Mk. 11) | *701-712* | For Egypt. |
| HAL/57/B/030 | 18 (Mk. 11)<br>3 (T.Mk. 20) | *UB454-UB471*<br>*UB451-UB453* | Ex-F.A.A., for Burma. |
| HAL/58/C/039 | 15 (Mk. 11)<br>2 (T.Mk. 20) | — | Ex-F.A.A., for Cuba; delivered without markings. |

*(continued on page 12)*

*One of a number of scarlet Sea Fury T.T.20s* (D-CABY) *delivered to Deutsche Luftfahrt Beratungsdienst in 1958-63. About ten of these aircraft were still flying in 1966.* (Photo: Hawker Siddeley Aviation Ltd., Neg. No. F17/63)



*One of the Californian throttle benders, this Sea Fury 11,* N260X, *was owned in 1966 by Grant Weaver of San José and flown by Tommy L. Taylor.* (Photo: Mr. Harry Gann)

| **Contract** | **No. of Aircraft** | **Serial Nos.** | **Remarks** |
|---|---|---|---|
| — | 12+<br>(T.T.Mk. 20) | As delivered:<br>*D-FIBO, D-FAMI, D-FATA, D-FOTE, D-COCO, D-CEDO, D-CABU, D-CADA, D-CAFO & D-CAME** | ex-F.A.A., for *Deutsche Luftfahrt Beratungsdienst.* |

**After delivery to Germany, installation of target towing equipment resulted in an appreciable change in the aircraft's A.U.W., and some of the civil registration letters were subsequently changed.*

## REPRESENTATIVE AIRCRAFT IN FLEET AIR ARM SERVICE

No. 736 Sqdn., Mk. 11: *VW710.*
No. 738 Sqdn., Mk. 11: *VR934, VX652.*
No. 778 Sqdn., Mk. X: *TF905, TF906* (crashed, 20/6/47), *TF907.*
No. 801 Sqdn., Mk. 11: *WE711-W714, WE716, WE717, WE726, WE729, WE730, WE735.*
No. 802 Sqdn., Mk. X: *TF913, TF918, TF925-TF927*; Mk. 11: *TF959* (crashed, 1947), *TF963, TF986, VR922, VR940, VW232, VW700, VX640.*
No. 803 Sqdn., Mk. X: *TF912, TF916, TF944* (burnt, 5/4/48); Mk. 11: *TF993-TF999, VW225.*
No. 804 Sqdn., Mk. 11: *VW662, VW697, VW705. VW709.*
No. 805 Sqdn., Mk. X: *TF910, TF911*; Mk. 11: *TF956, TF990-TF992, VR950, VW232, VW626, VW660, VX627, VX657.*
No. 806 Sqdn., Mk. 11: *VR932, VR941.*
No. 807 Sqdn., Mk. X: *TF915* (crashed, 21/8/47), *TF948* (crashed, 22/7/47), *TF954* (crashed 20/1/49); Mk. 11: *TF961, TF987* (crashed, 1/8/48), *VR936-VR939, VW226, VW546.*
No. 808 Sqdn., Mk. 11: *WE667.*
No. 883 Sqdn., Mk. 11: *VW552, VX695.*
Other Fleet Air Arm Units: No. 52 T.R.A.G.: *TF917, TF988, VW233, VW653, VX635, VX689*; I.F.D.U.: *TF908*; No. 1 C.A.G.: *WE736*; No. 17 C.A.G.: *WF594*; No. 21 C.A.G.: *VW692, VX692*; Naval Air Fighting Development Unit: *TF922, TF941, TF946*; S.A.M., Yeovilton: *VR951*; School of Naval Air Warfare: *VW582*; Naval Fighter School, Culdrose: *VW621.*
Aircraft transferred to Royal Canadian Navy: *TF901, TF909, TF985, TF993-TF995, TF997-TF999, TG113-TG129, VR918, VR919, VW230, VW231, VW563, VW571, VX682, WG567, WJ299-WJ301, WN474, WN479.*
Aircraft transferred to Royal Australian Navy: *VW562* (for trials, 1950), *VX724-VX729, VX749-VX752, VX755-VX764, WE675, WE676, WE678, WE796, WH587, WZ638-WZ640.*
Aircraft sold to Burma, 1957-58. Mk. 11s: *VR928, VR929, VW566, VW667, VW694, VW717, VX628, VX656, VX693, WE720, WF615, WH585, WH613, WH619, WJ232, WJ280, WM488, WN486.* Became *UB454-UB471*; T.Mk. 20s: *VZ368, VX292, VZ354* became *UB451-UB453* respectively.
Trials aircraft: Manufacturers performance trials: *TF895, TF897, VR929, VW224*; Rotol propeller test beds: *VR923, VW664, VX613*; Bristol engine trials: *VW561, VX612*; A. & A.E.E. trials: *TF902, TF908, TF923, TF957, TF962, TF965, TF986, VR920.*
Purchased back by Hawker Aircraft Ltd., January 1963: *TF956, VR930 WE709, WG596, WG599, WJ244, W/288.*

## SPECIFICATION

| | **F.2/43** (NX798) | **Sea Fury F.Mk. X** | **Sea Fury F.B.Mk. 11** | **Sea Fury T.Mk. 20** |
|---|---|---|---|---|
| *Type* ... ... ... ... ... | Experimental Prototype | Single-seat naval interceptor | Single-seat naval fighter-bomber | Two-seat naval trainer |
| *Powerplant* ... ... ... ... | 2,300-h.p. Bristol Centaurus XII (rigidly mounted) 18-cylinder radial air-cooled engine driving four-blade Rotol propeller. | 2,480-h.p. Bristol Centaurus 18 (8-point dynafocal mounting) radial air-cooled engine driving 5-blade Rotol propeller. Early F.Mk. Xs were fitted with 4-blade Rotol propellers. | | |
| *Armament* ... ... ... ... | Provision for four short-barrelled 20 mm. British Hispano Mk. 5 guns in inboard wings. | Four short-barrelled 20 mm. British Hispano Mk. 5 guns in inboard wings. F.B.Mk. 11s had provision for up to 2,000 lb. of bombs, mines, sonobuoys, R.P.s, napalm or jettisonable tanks. | | *Two 20 mm. British Hispano Mk. 5 guns and provision for external stores. |
| *Dimensions:* | | | | |
| Wing Span (spread) ... ... | 38 ft. 4¾ in. | 38 ft. 4¾ in. | 38 ft. 4¾ in. | 38 ft. 4¾ in. |
| (folded) ... ... | — | 16 ft. 1 in. | 16 ft. 1 in. | 16 ft. 1 in. |
| Length ... ... ... ... | 34 ft. 1 in. | 34 ft. 3 in. | 34 ft. 8 in. | 34 ft. 7 in. |
| Wing area ... ... ... | 280 sq. ft. | 280 sq. ft. | 280 sq. ft. | 280 sq. ft. |
| *Weights:* | | | | |
| Empty ... ... ... ... | 9,010 lb. | 9,070 lb. | 9,240 lb. | 8,700 lb. |
| Loaded ... ... ... ... | 10,480 lb. | 10,660 lb. | 12,500 lb. | 11,930 lb. |
| *Performance:* | | | | |
| Max. Speed ... ... ... | 466 m.p.h. at 18,000 ft. | 465 m.p.h. at 18,000 ft.‡ | 460 m.p.h. at 18,000 ft. | 445 m.p.h. at 18,000 ft. |
| Climb ... ... ... ... | 9·6 min. to 30,000 ft. † | 9·8 min. to 30,000 ft. ‡ | 10·8 min. to 30,000 ft. | 10·1 min. to 30,000 ft. |
| Range (clean) ... ... ... | 680 miles | 710 miles ‡ | 700 miles | 940 miles |
| Range (with 90-gal. tanks) ... | — | — | 1,040 miles | 1,310 miles |
| Service Ceiling ... ... ... | 36,000 ft. † | 36,180 ft. ‡ | 35,800 ft. | 35,600 ft. |

* *German Fury T.T.Mk.20s were unarmed.*
† *Extrapolated (approximate) figures.*
‡ *Aircraft with Rotol 5-blade propeller.*

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